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COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

August 15, 1983

CIA Entrance at
Route 123
Fairfax County

Mr. John Fowler
Dewberry and Davis
8401 Arlington Boulevard
Fairfax, Virginia 22031

Dear Mr. Fowler:

As requested in your recent phone conversation with Mr. S. R. Conley, we are enclosing a copy of the projected traffic volumes to be used on the above noted project.

The traffic volumes for George Washington Memorial Parkway at the Route 123 and Route 495 interchanges are being developed and they will be sent to you as soon as they are available.

Very truly yours,

H. M. Shaver, Jr.
H. M. Shaver, Jr., State
Location and Design Engineer

SRC/sme
Blind Copies -

CIA - w/enclosure

Mr. D. E. Keith
Mr. D. D. Harris

Larry
Paul
Pam
Bob
Gary
Gil
Imo

Art: Route - Cy

cc: _____

Forward - Toss

File: *Roads*

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JAMES L. DAVIDSON, JR., LYNCHBURG, LYNCHBURG DISTRICT

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JOSEPH M. GUIFFRE, ALEXANDRIA, CULPEPER DISTRICT

ROBERT W. SMALLEY, BERRYVILLE, STAUNTON DISTRICT

T. EUGENE SMITH, MCLEAN, AT LARGE-URBAN

ROBERT A. QUICKE, BLACKSTONE, AT LARGE-RURAL



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET

RICHMOND, 23219

August 9, 1983

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DIRECTOR OF PLANNING AND PROGRAMMING

RICHARD C. LOCKWOOD
TRANSPORTATION PLANNING ENGINEER

CIA Expansion
Fairfax County

MEMORANDUM

To - Mr. ~~H.~~ M. Shaver, Jr.

Attached is the projected traffic to be used for the CIA expansion study. The traffic was developed based on the assumptions described in my memorandum to you of July 28, 1983.

If you have any questions pertaining to this data, please call Mr. Jerry Boseman on extension 64739.

R. C. Lockwood
Transportation Planning Engineer

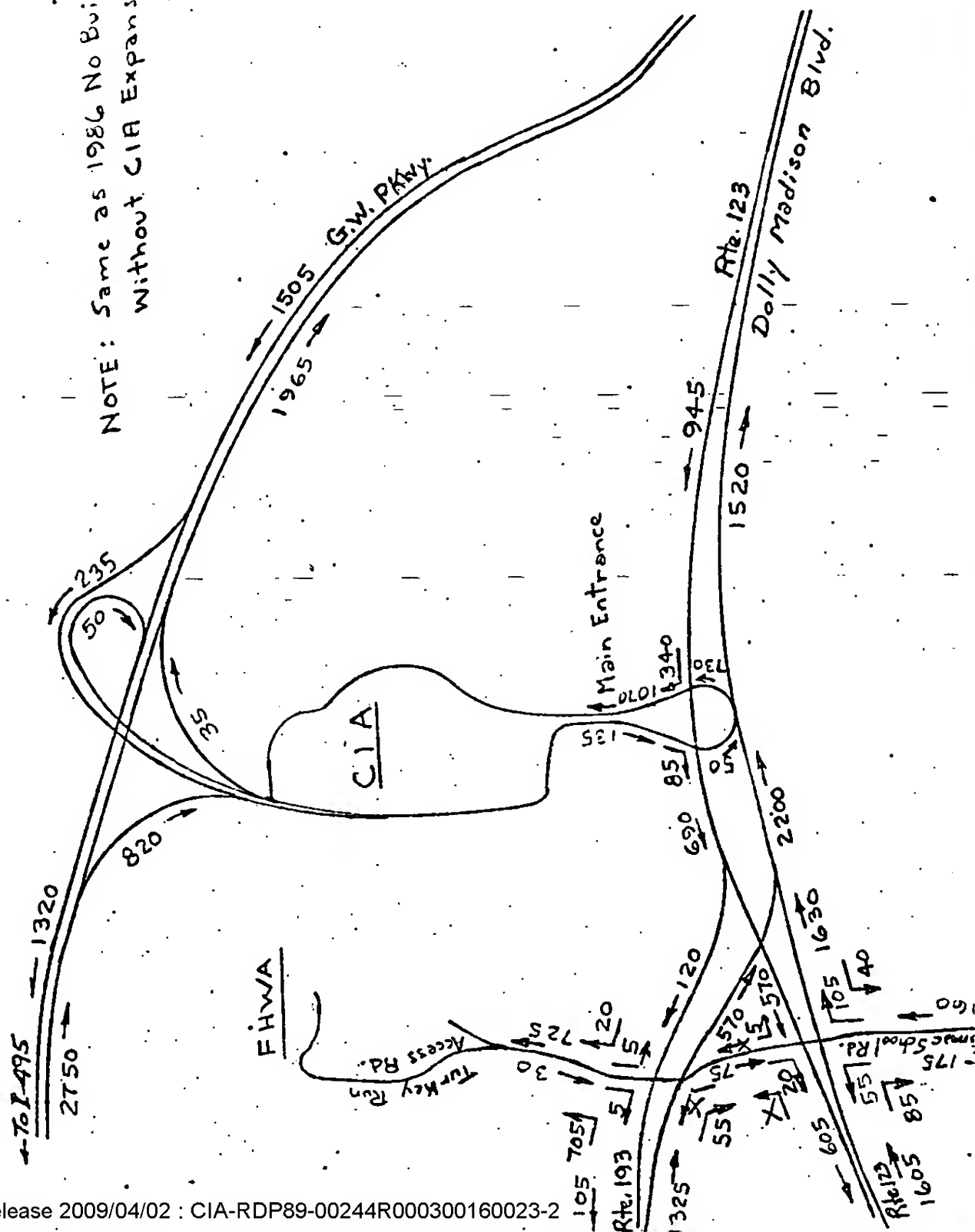
JEB/vv

cc: Mr. D. E. Keith - w/attachment
Mr. W. C. Jeffrey
Mr. R. L. Perry

LOC. DES. AUG 11 1983

1982 AM Peak Hour

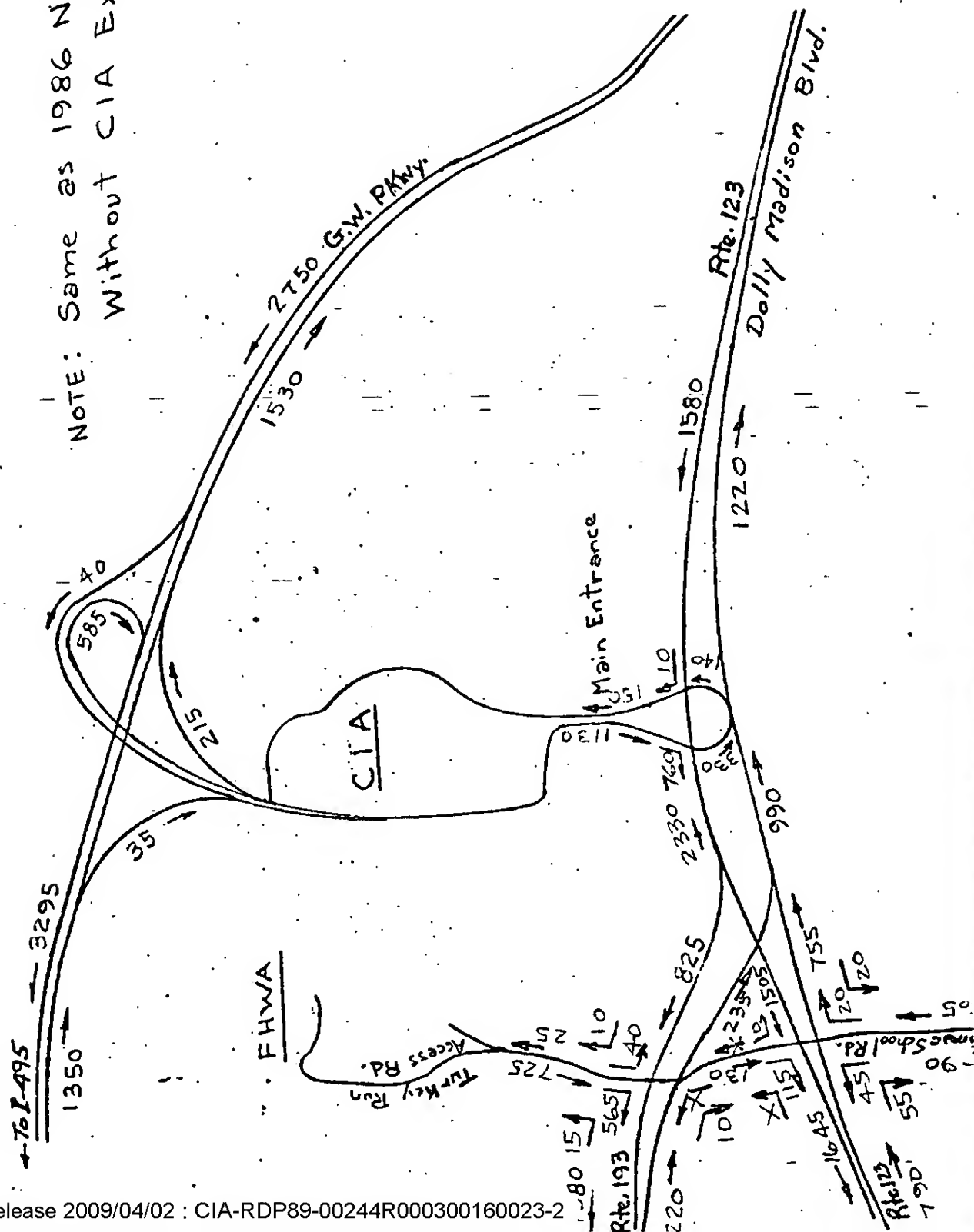
NOTE: Same as 1986 No Build -
Without CIA Expansion



CIA Expansion
Traffic Analysis

1982 PM Peak Hour

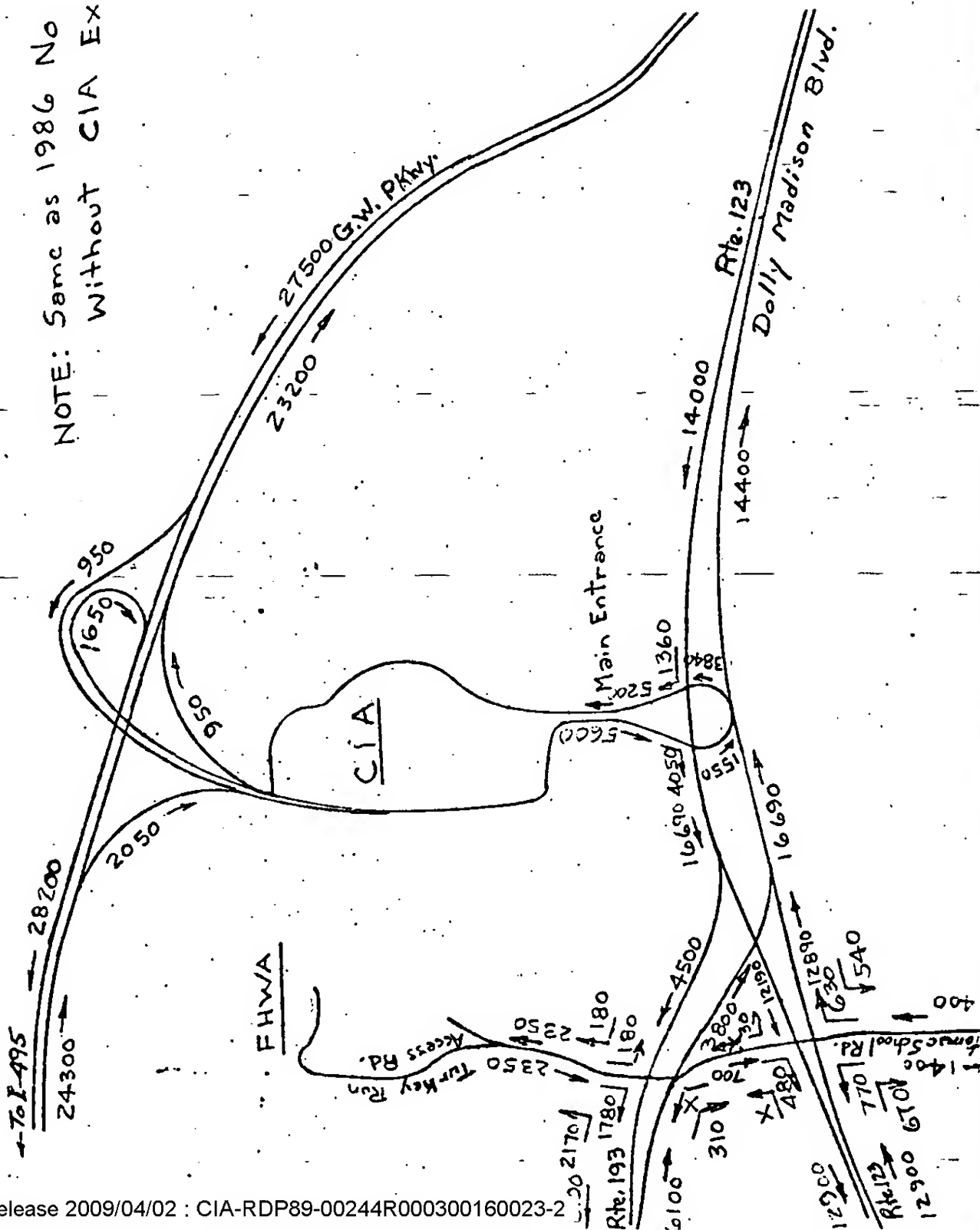
NOTE: Same as 1986 No Build -
Without CIA Expansion



CIA Expansion Traffic Analysis

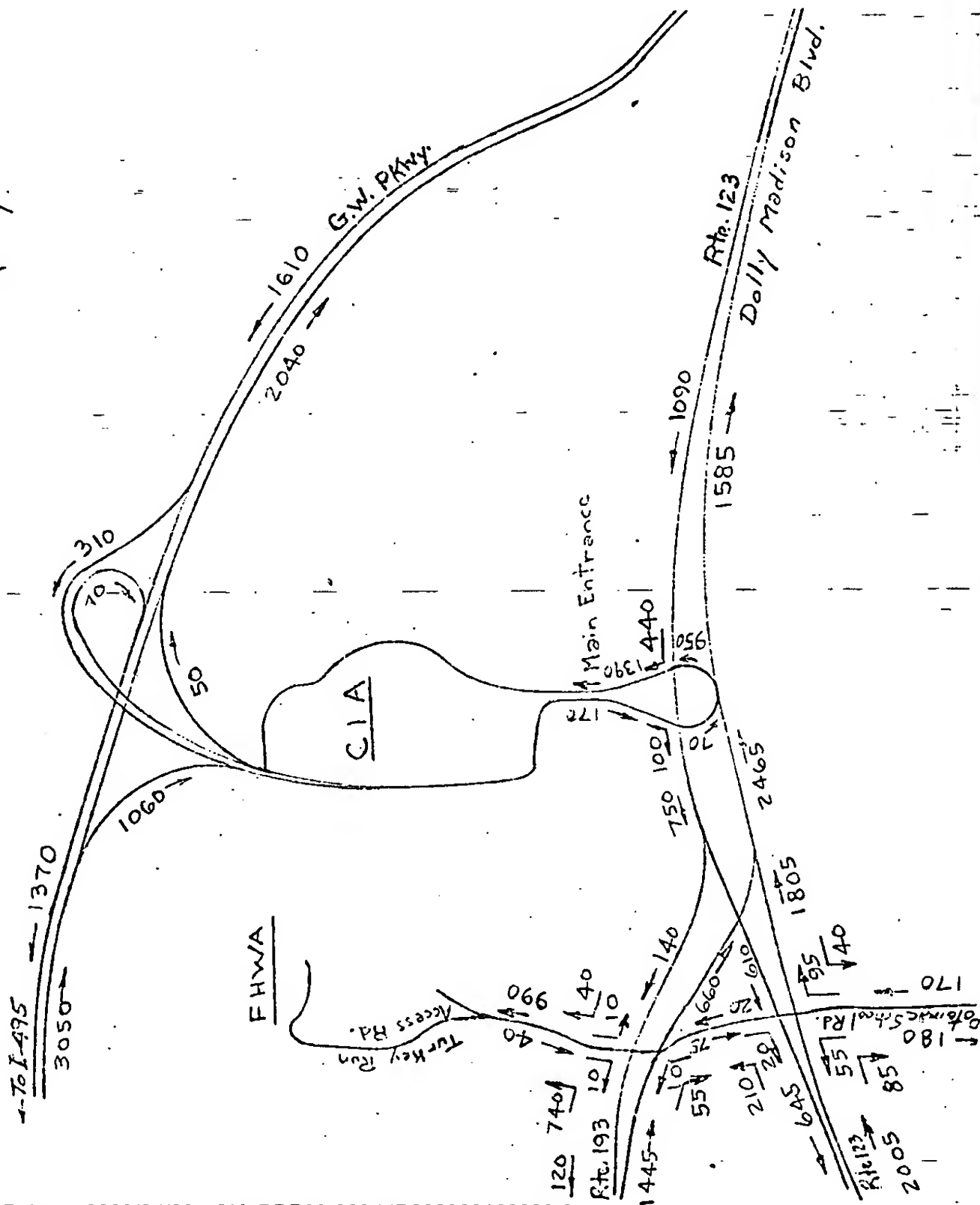
1982 | Average Weekday Volume.

NOTE: Same as 1986 No Build - Without CIA Expansion



1986 AM Peak Hour

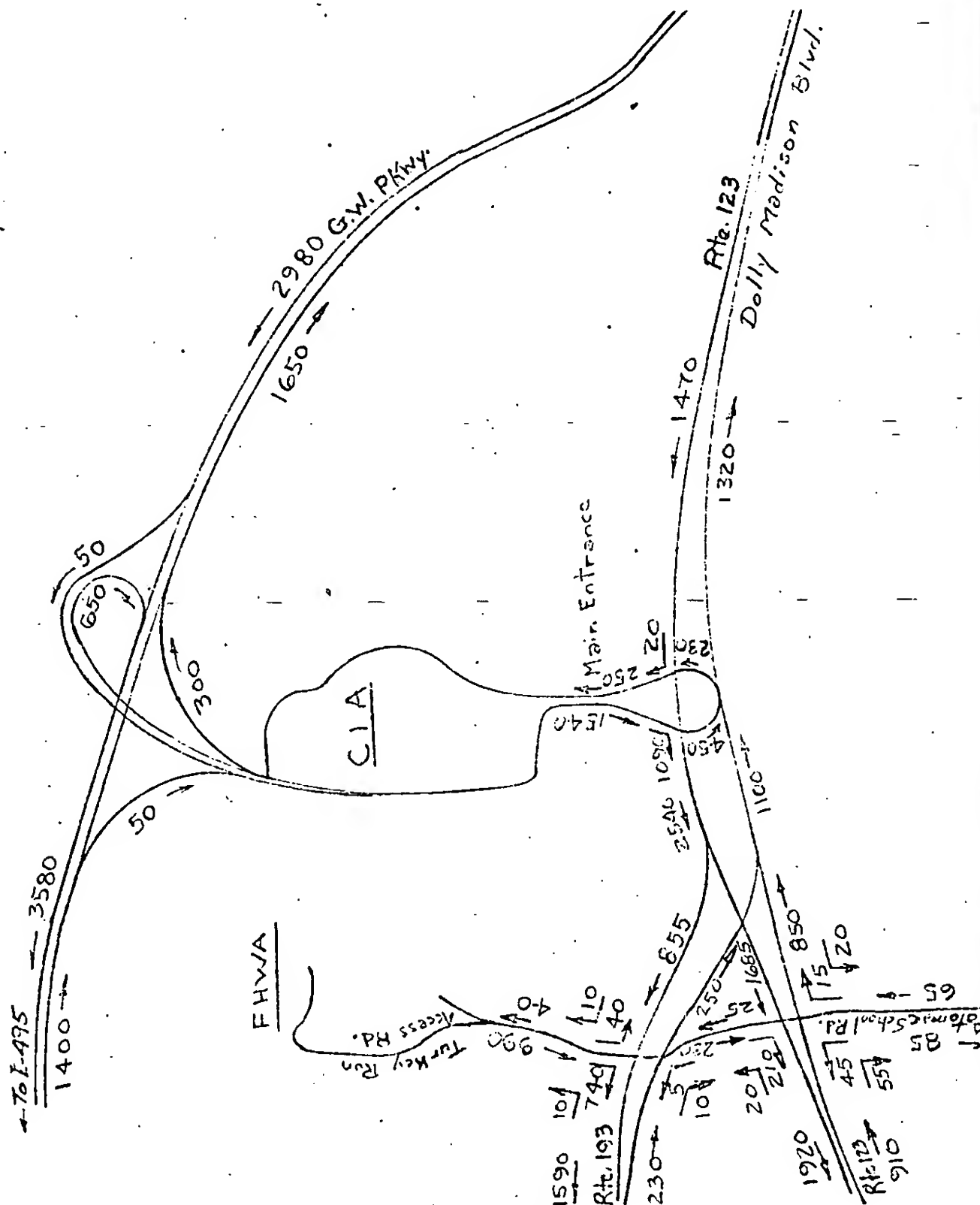
(Build - Without Capacity Restraint at I-495/G.W. Pkwy)



CIA Expansion
Traffic Analysis

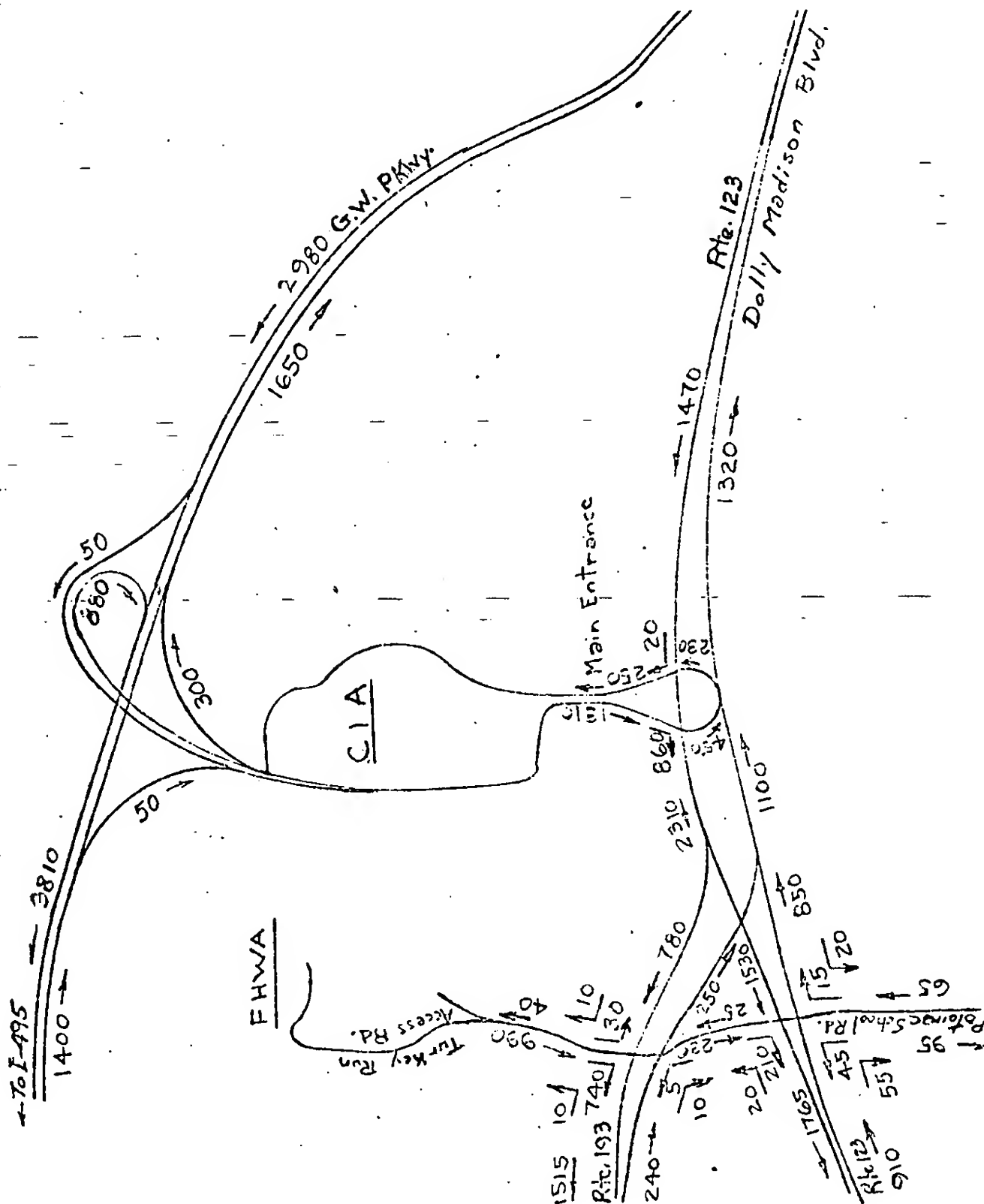
1986 PM Peak Hour

(Build-With Capacity Restraint at I-495/G.W.Pkwy)



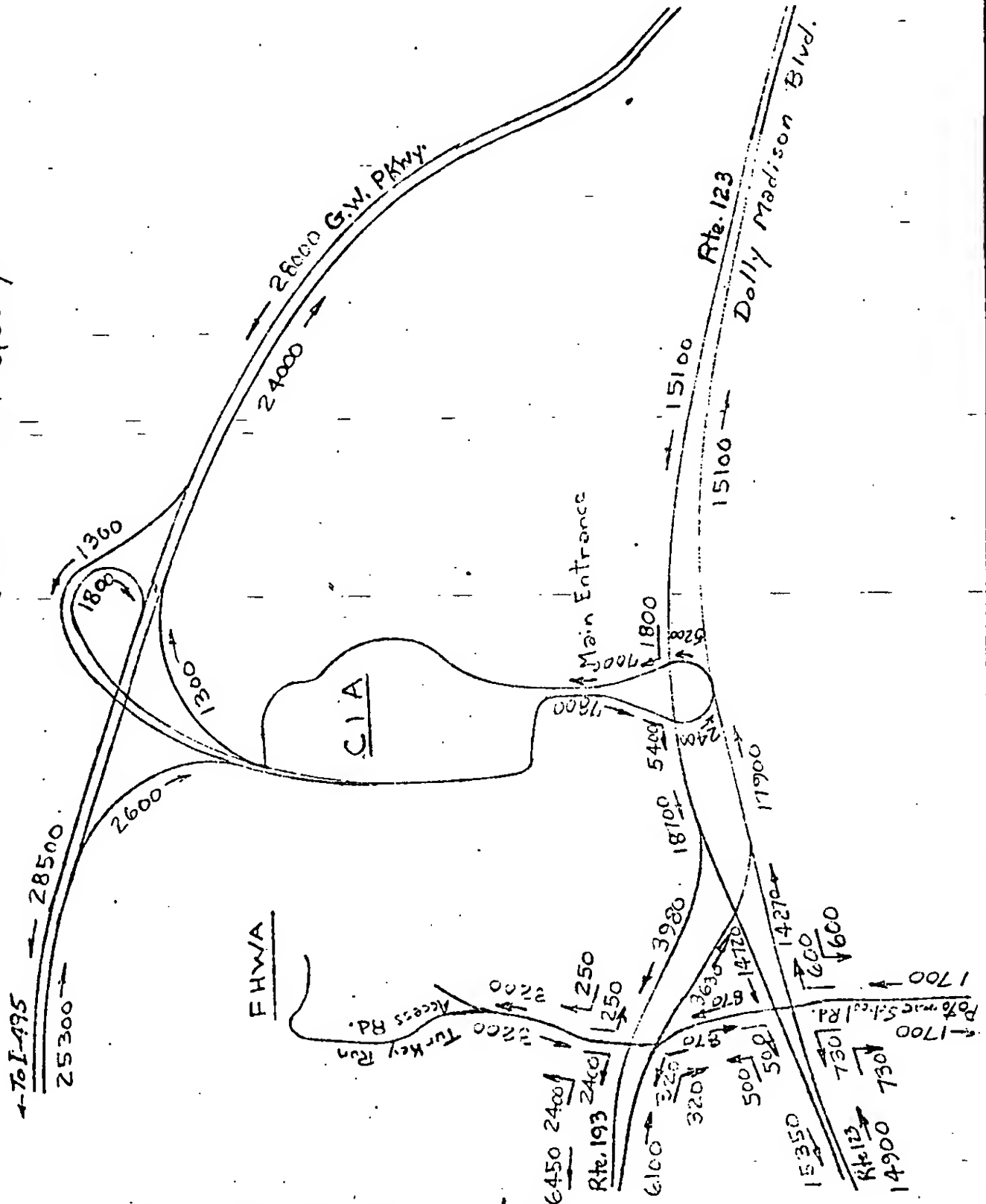
1986 PM Peak Hour

(Build - Without Capacity Restraint at I-495/GW Pkwy.)



1986 Average Weekday Volume

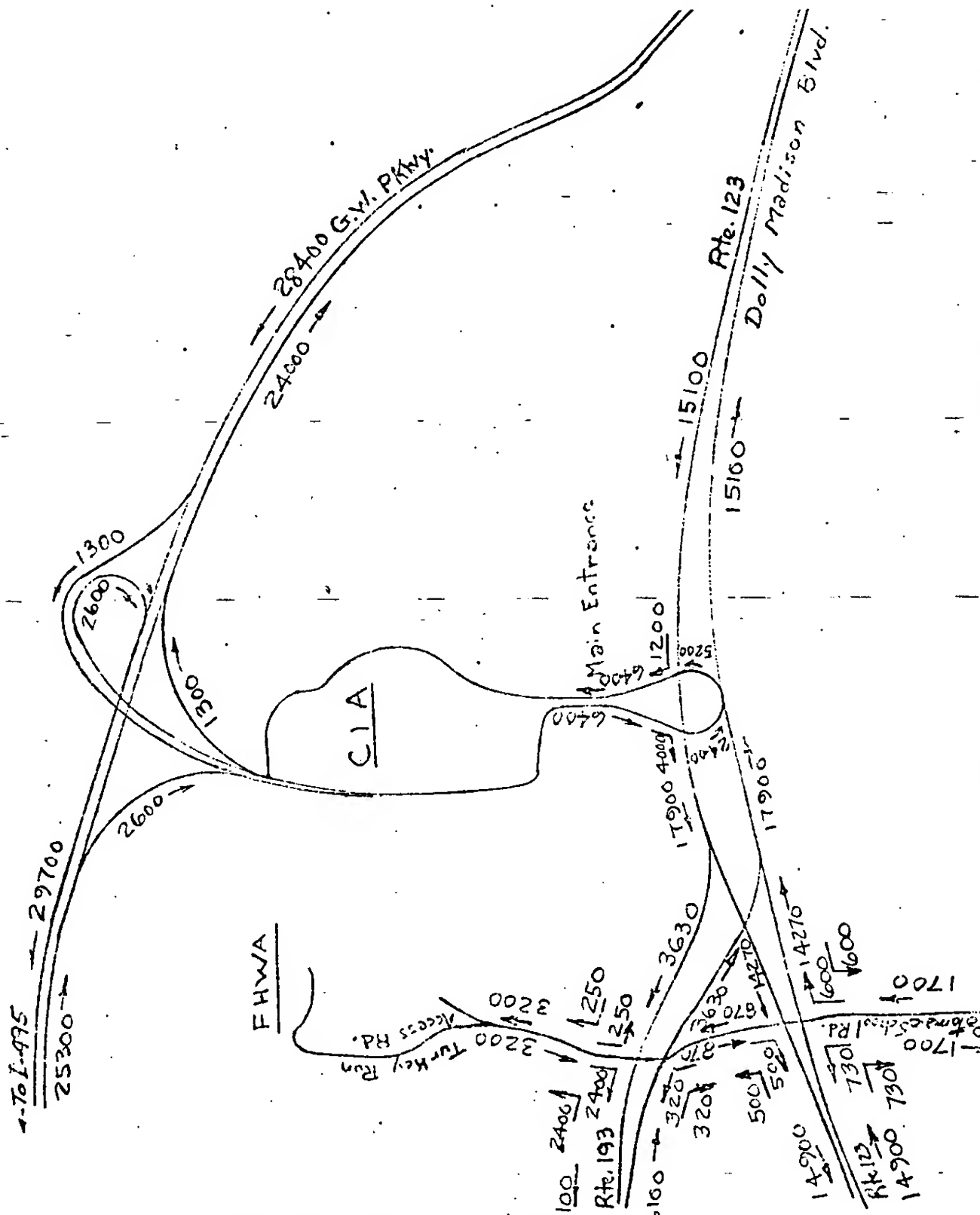
(Build - With Capacity Restraint at $I=495/GW$ (PKWY))



CIA Expansion
Traffic Analysis

198.6 Average Weekday Volume

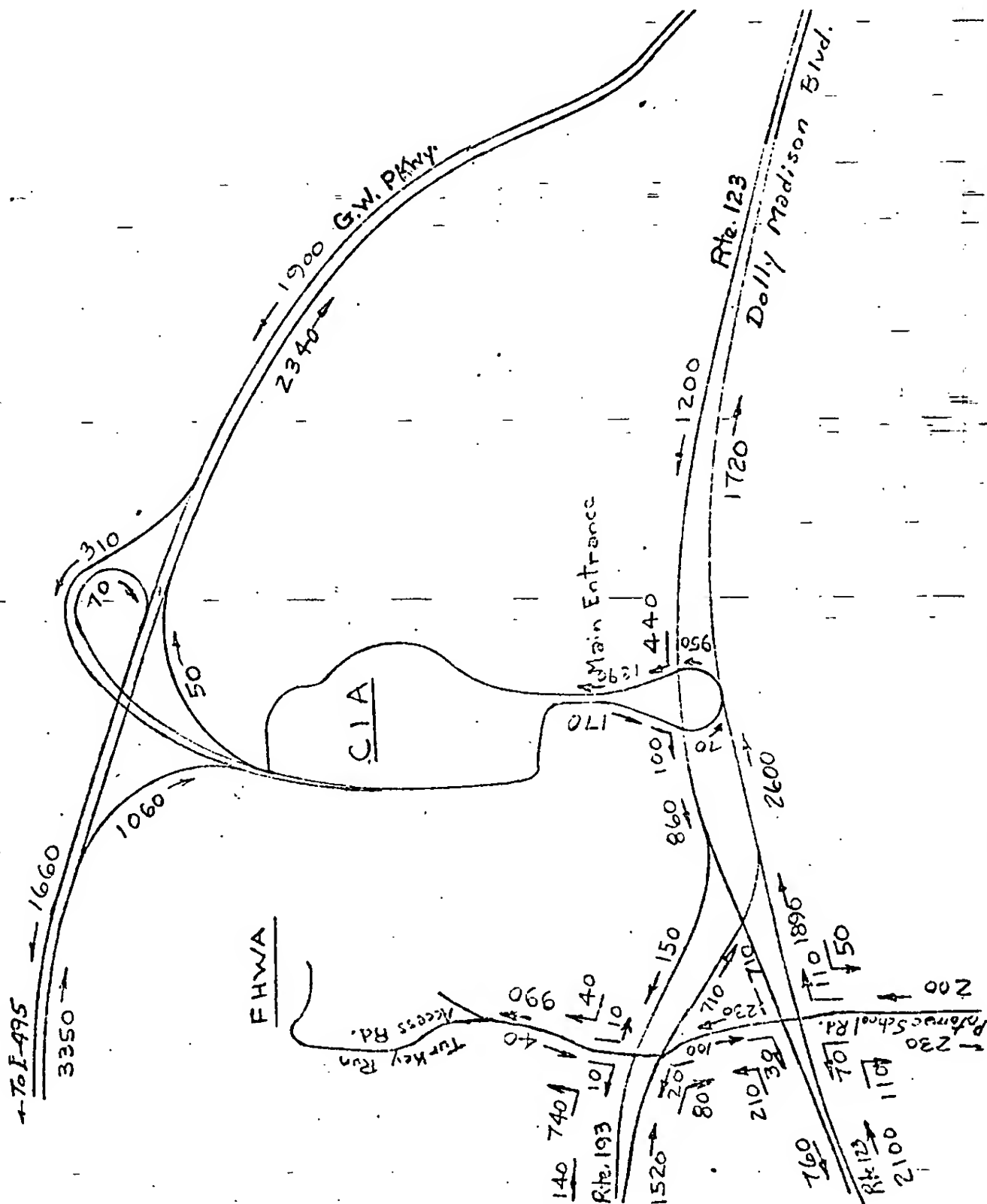
(Build-Without Capacity Restraint at I-495/GW Expwy.)



CIA Expansion
Traffic Analysis

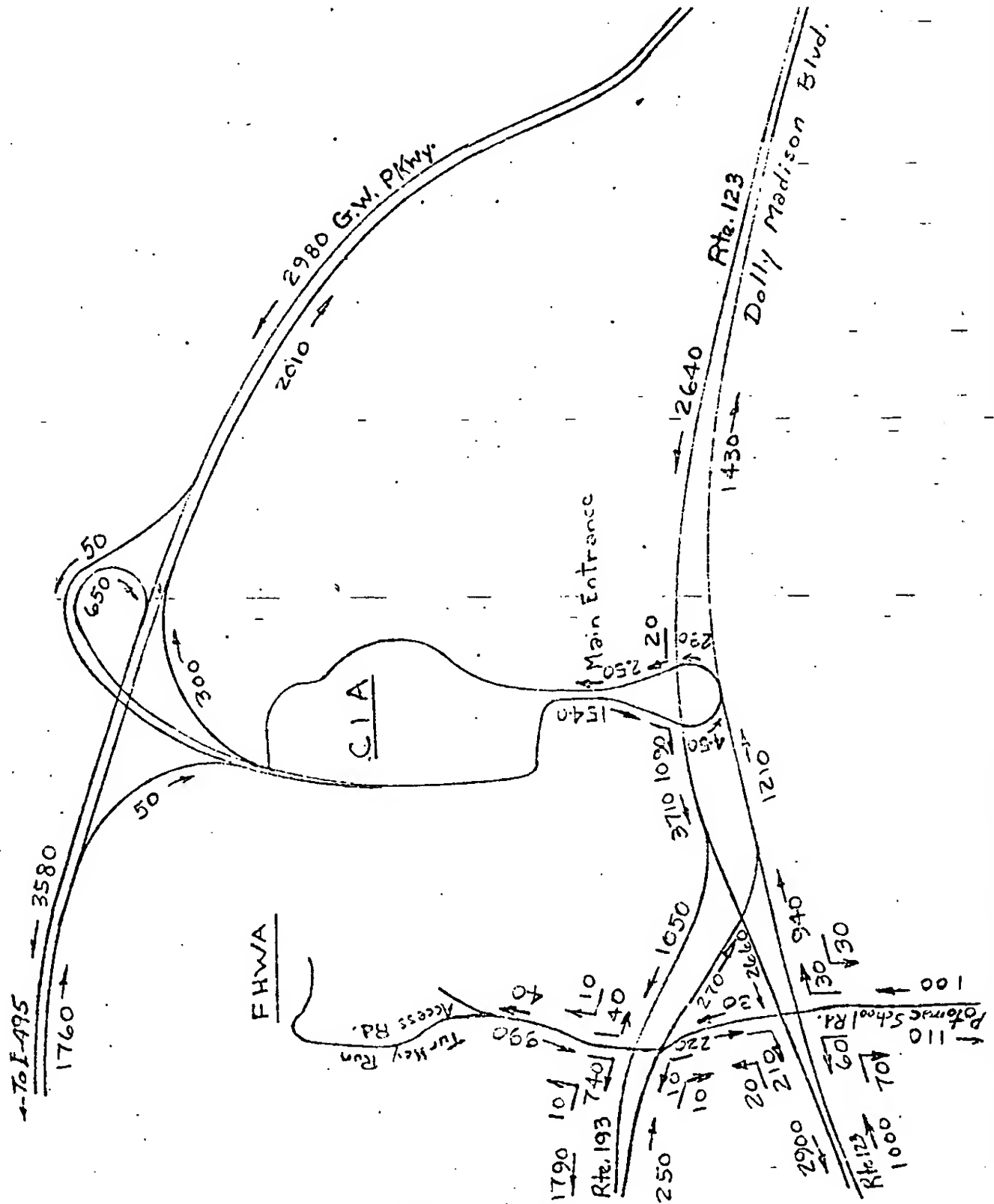
2005 AM Peak Hour

(Build - Without Capacity Restraint at I-495/G.W. Pkwy.)



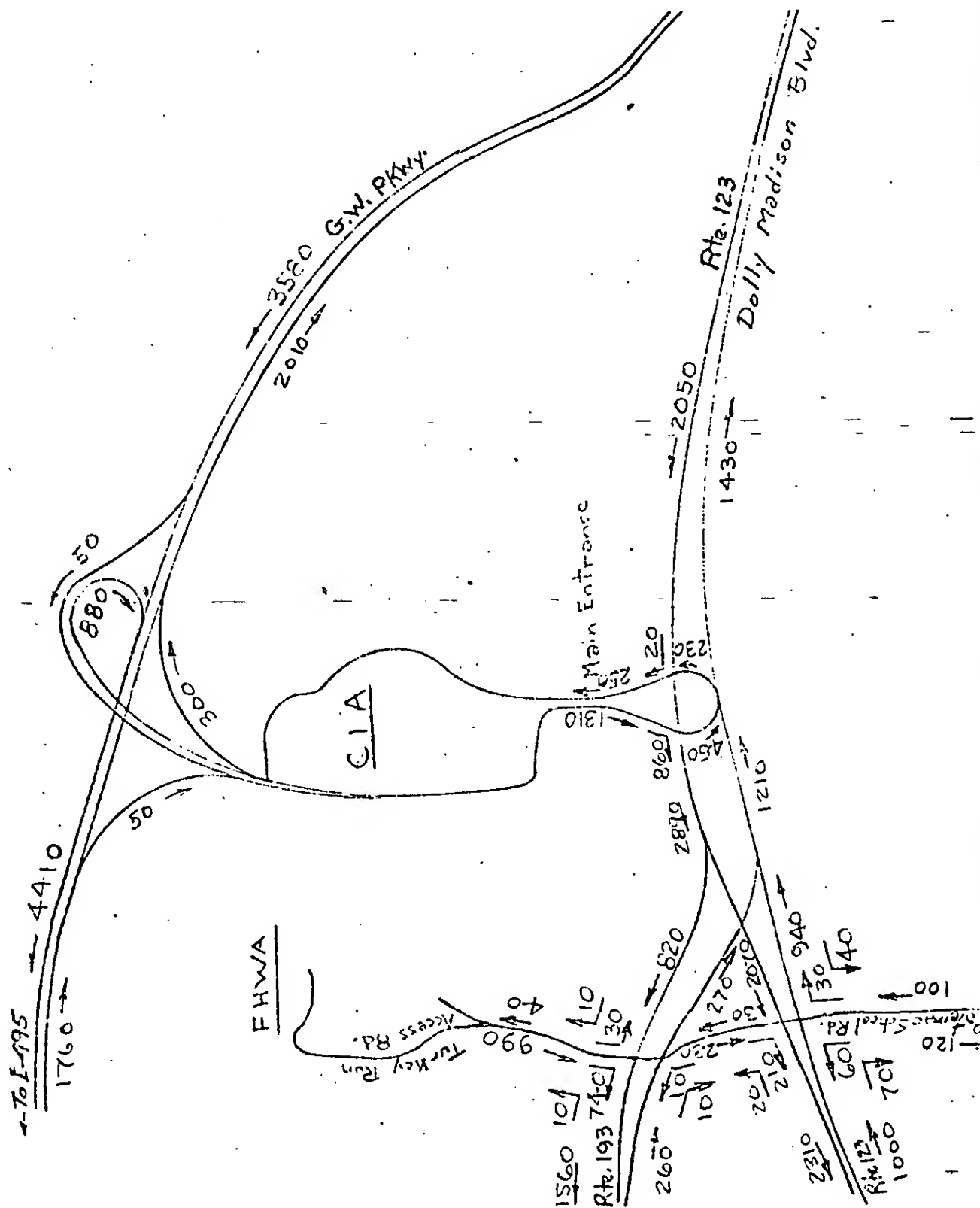
2005 PM Peak Hour.

(Build-With Capacity Restraint at I-495/GW Parkway.)



2005 PM Peak Hour

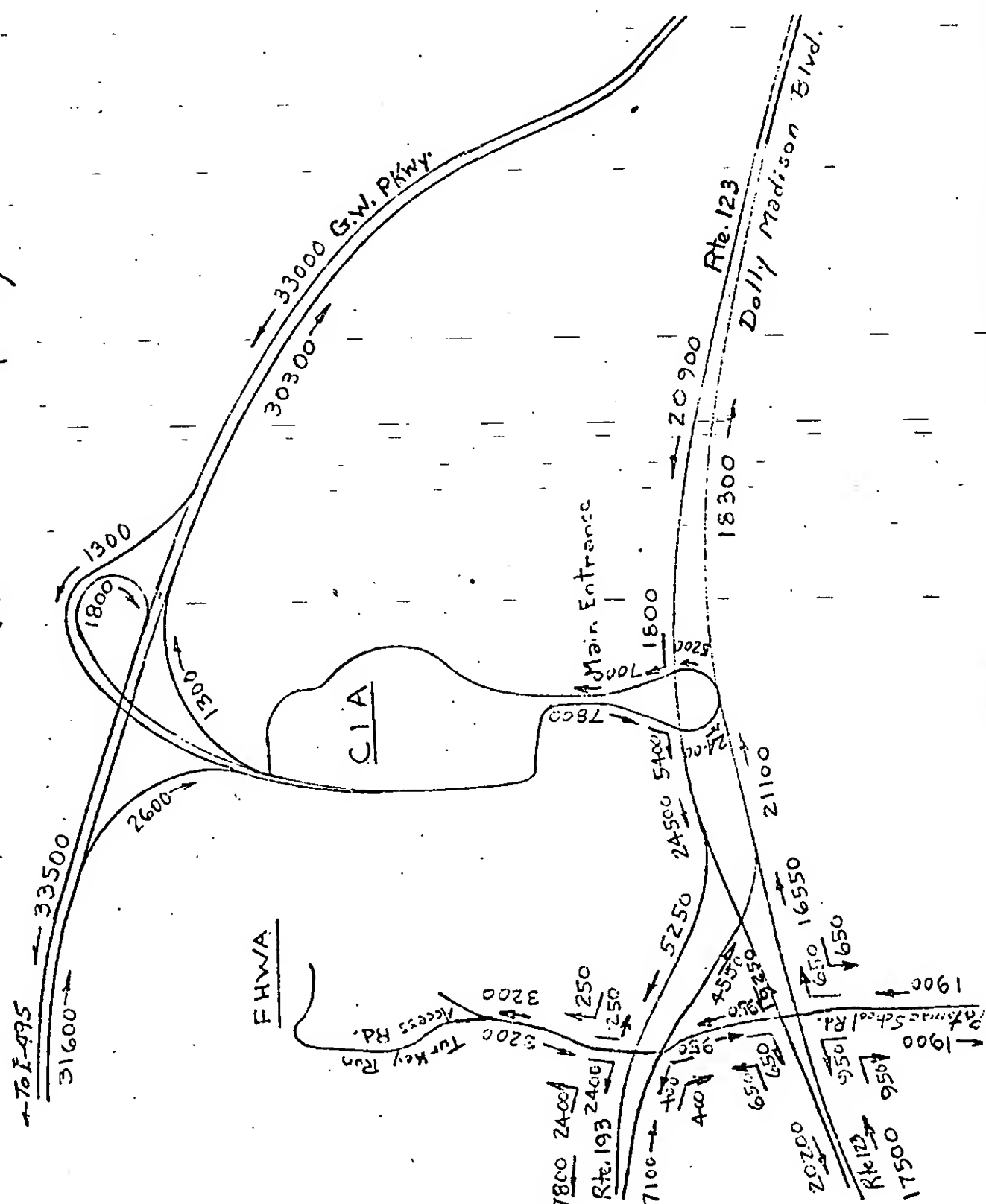
(Build - Without Capacity Restraint at I-495/GW. Priority.)

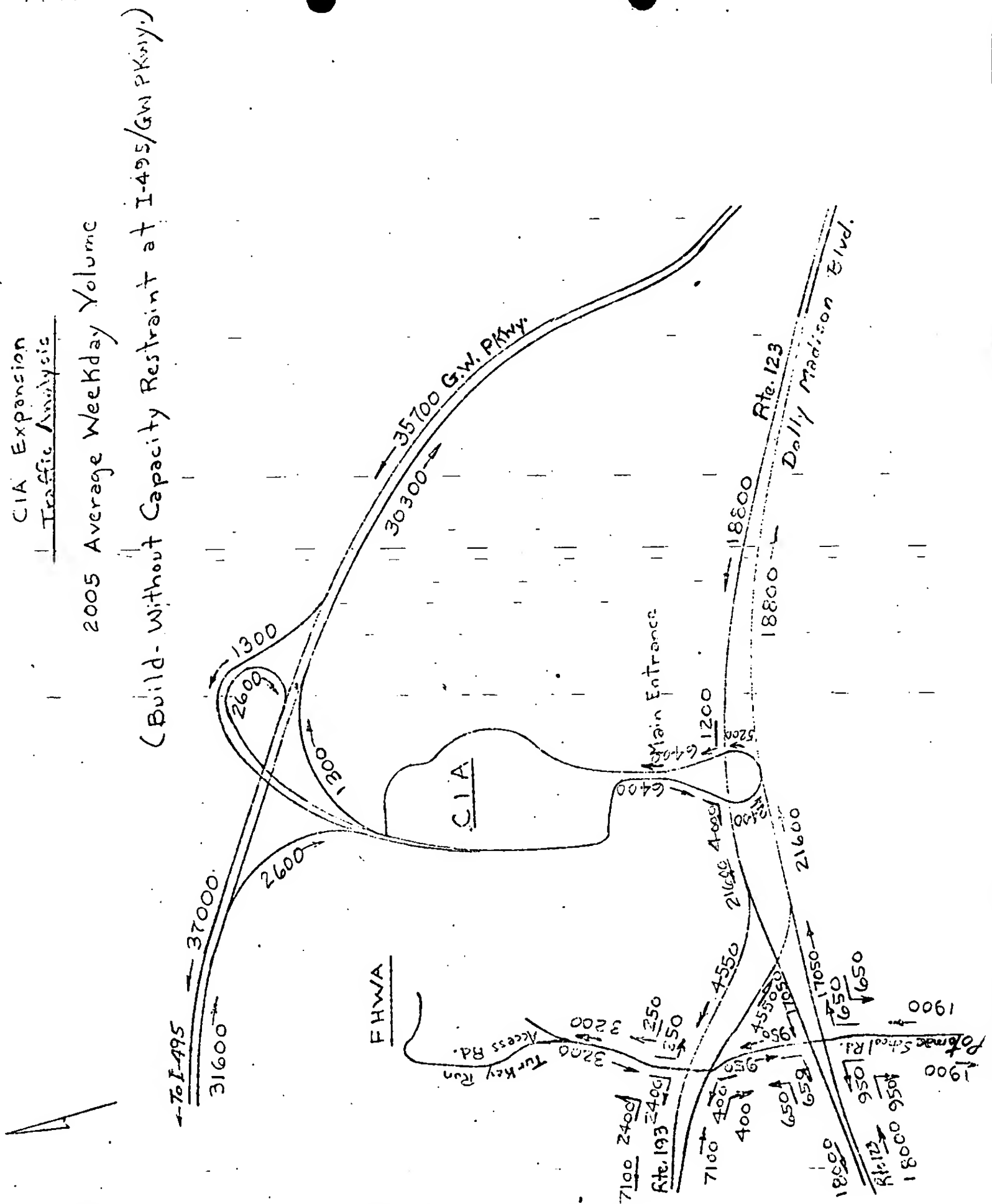


CIA Expansion
Traffic Analysis

2005 Average Weekday Volume

(Build-With Capacity Restraint at I-495/G.W.Pkwy)

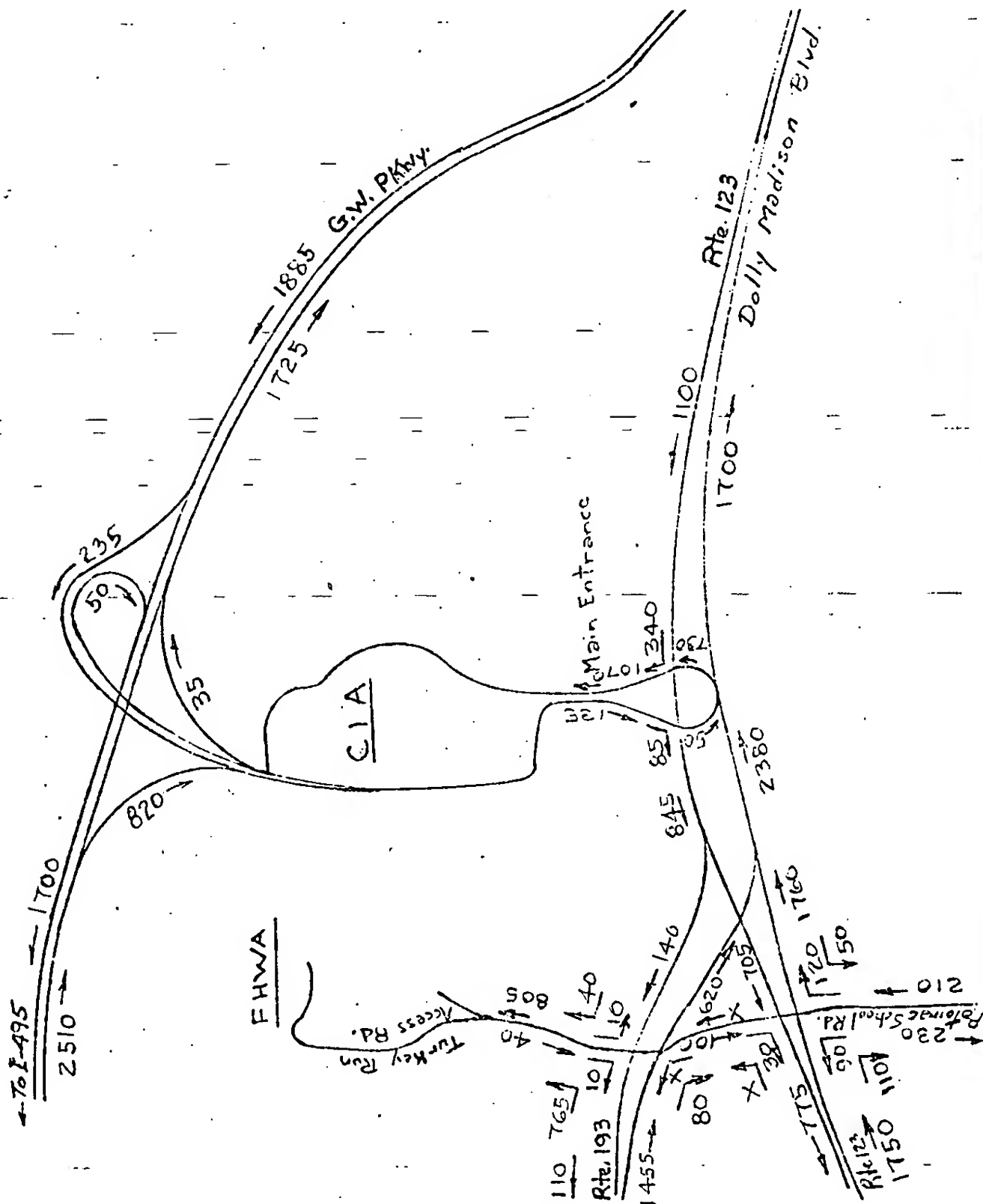




CIA Expansion
Traffic Analysis

2005 AM Peak Hour

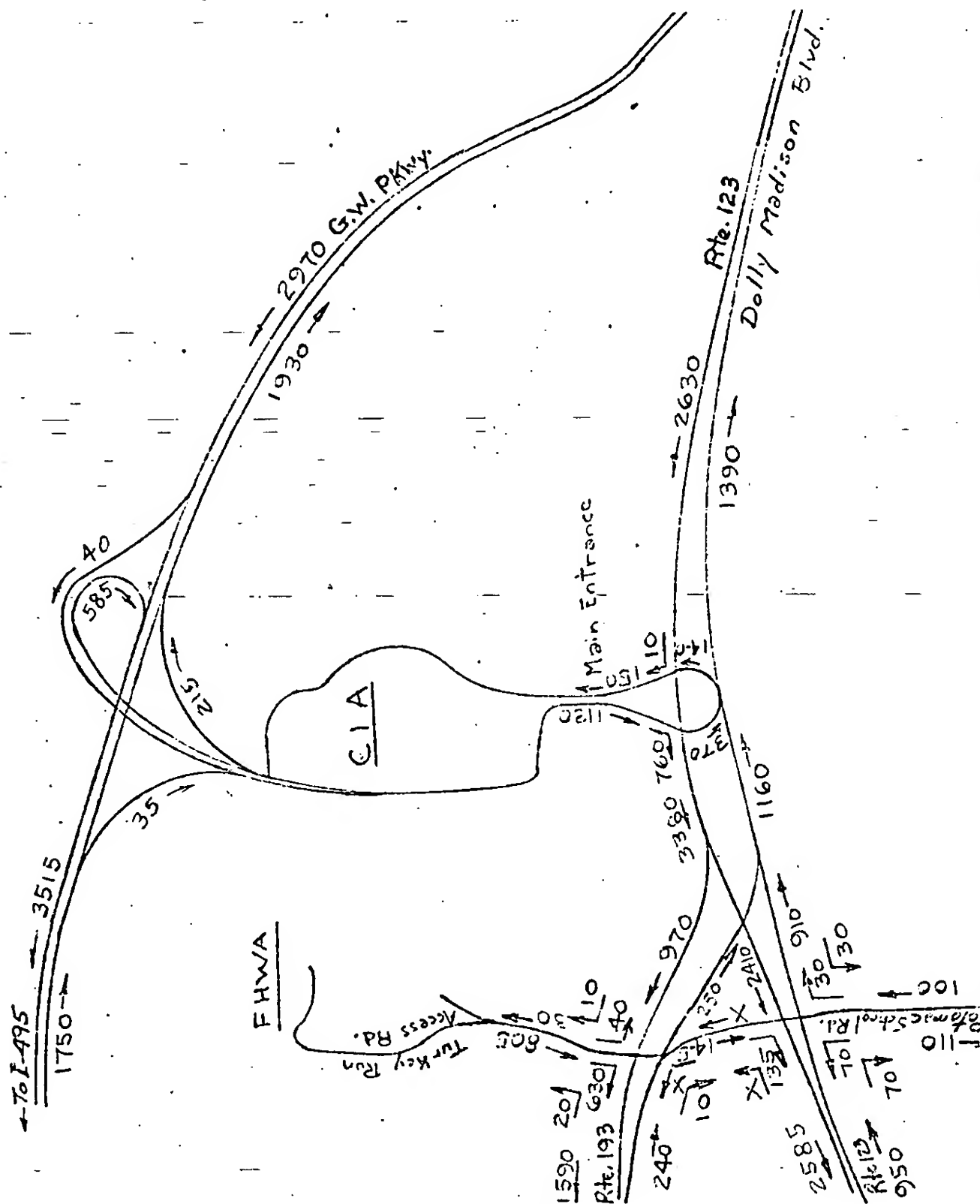
(No Build - Without CIA Expansion)



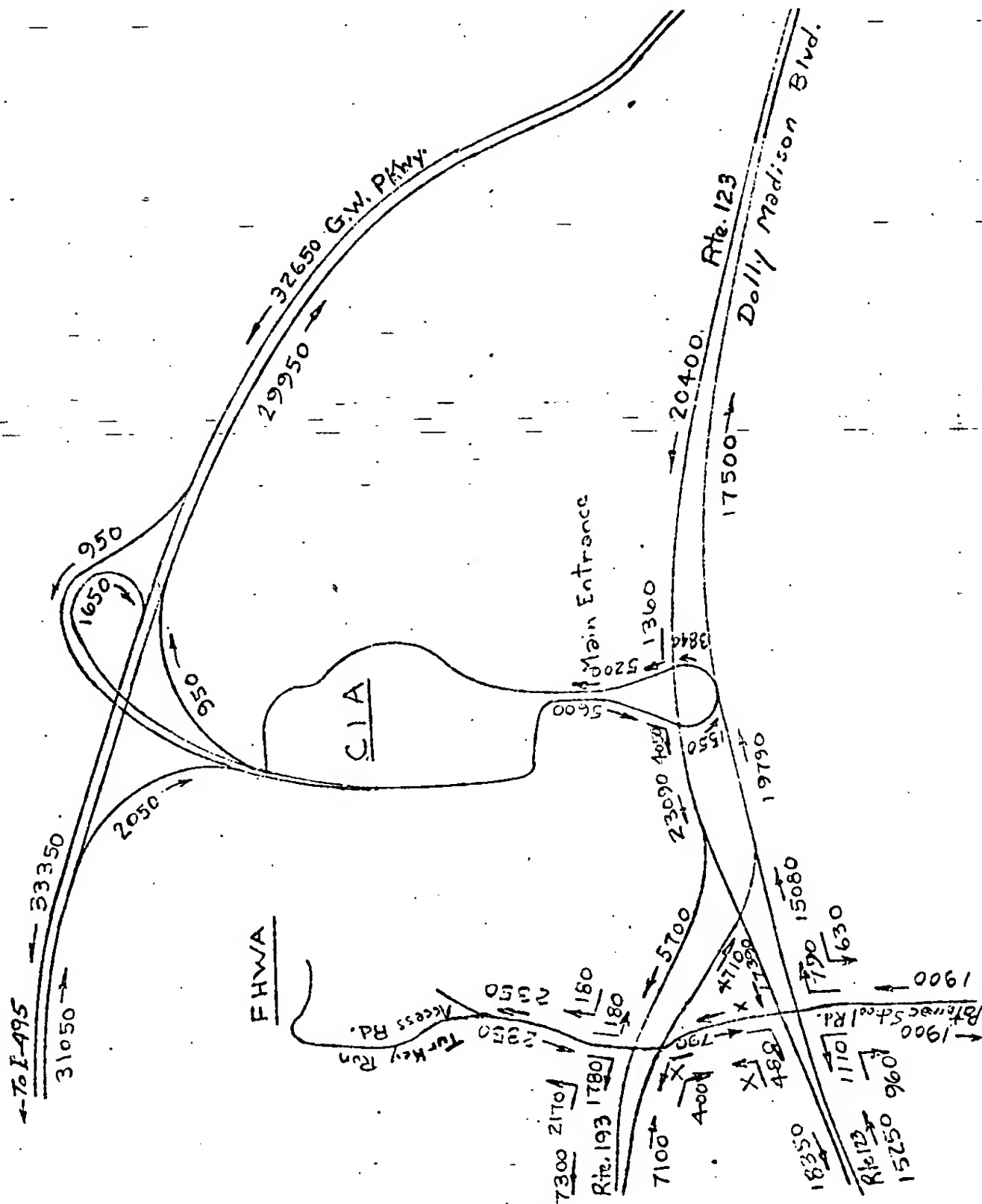
Traffic Analysis

2005 PM Peak Hour

(No Build-Without CIA Expansion)



2005: Average Weekday Volume
(No 'Build - Without CIA Expansion)



CONFIDENTIAL

11 AUG 1983

MEMORANDUM FOR THE RECORD

SUBJECT: Virginia Department of Highways and Transportation Meeting
22 July 1983

tion: _____
Forward/Toss
File: *Roads*

1. The undersigned and New Building Project Office, met with Virginia Department of Highways and Transportation (VDH&T) representatives at the Fairfax Regional Office. Present from VDH&T were:

Bill Jeffrey, Richmond
Dave Gehr, Northern Virginia Region
Jim Harris, Richmond
Mr. Bozman, Richmond

2. The meeting was called by the Richmond representatives to seek confirmation of some of the traffic planning data contained in the Master Plan and to discuss the direction being taken on the new traffic analysis.

3. They confirmed that the study was addressing the George Washington Memorial Parkway out to Route 495. Their preliminary results are confirming that the Parkway is operating at capacity northbound. Secondary constraints are the north and southbound ramps at Route 495 which they feel are also operating at capacity.

4. In the case of Route 193, they stated that this analysis was confirming every other analysis they have done, i.e., this road has to become 4 lane to relieve traffic congestion. They appear to be resigned to the fact that citizen resistance will continue to prevent this from happening.

5. Their conclusion, then, is the same as the previous Agency analysis. Route 123 will necessarily continue to carry the major portion of the Agency traffic, and intersection improvements will be required. They did not put forth any preconceived notions of what the consultant may propose.

6. On the subject of a consultant selection, Mr. Harris stated that the name of a recommended firm had been sent up to their management for approval. Projections are that fee negotiations will commence in mid-August with contract award in early September. While they were unable to provide a more accurate cost estimate for this contract, Mr. Harris stated that adding the Parkway to the Scope of Work will probably increase the cost by 25 percent.

OL 2076-83

CONFIDENTIAL

C O N F I D E N T I A L

SUBJECT: VDH&T Meeting - 22 July 1983

25X1 7. On the subject of the Traffic Advisory Committee, it was agreed that VDH&T would provide a copy of the planning assumptions being used in their analysis. The Agency will distribute copies of these to Committee members in early August for review and comment. No meeting is contemplated at that time. Sometime in the latter part of August, the first formal meeting would be called to present the results of the traffic analysis. This meeting would be attended by a consultant representative, even if negotiations with the State were not complete.

25X1 8. It was suggested that the traffic analysis also include a "no build" analysis as an aid to educating the citizens on the true impact of Agency expansion versus the traffic impacts projected to occur due to normal economic growth.

25X1
Chief, New Building Project Office, OL

Distribution:
Orig - OL/NBPO (Official)
1 - D/OL

25X1 OL/NBPO (08 Aug 83)

Distributed in Draft

C O N F I D E N T I A L